



The Hongkong Telegraph.

FOUNDED 1827
No. 12,234

五拜禮 號三十廿月九英曆

FRIDAY, SEPTEMBER 23, 1921. 日式廿月八

SINGLE COPY 10 CTS
1/6 PER ANNUM



THE OPPAU DISASTER.

French Army's Medical Personnel Renders Aid.

(Reuter's Service.)

Mayence, September 22.
Rescue parties, including French soldiers, are searching the ruins for bodies, but it is still impossible to estimate the number of the dead. Owing to change shifts there were some three thousand men on the spot at the time of the explosion. Most of those inside the works were killed; very few were injured. Oppau, which contained six thousand inhabitants, is now a scene of utter desolation. Most of the injured were in Oppau. Two French soldiers engaged in rescue work have been seriously injured.

General Degoutte has ordered all the available medical personnel of the French Army of the Rhine to proceed to the scene of the disaster. He has also arranged for soup to be distributed to the families of the victims, while the French High Commissioner has distributed M. 75,000 to local trade unions. A factory at Mannheim collapsed in consequence of the Oppau explosion, three workmen being killed and 14 injured.

Tests of New Gas Cause of Explosion.

Bodies to the number of 850 have been recovered from the ruins of Oppau. The total of the injured exceeds the first estimates. Already 2,500 have been treated. The explosion appears to have been caused by a course of tests of the compression of a new gas, the properties of which were imperfectly known.

The damage at Frankenthal and Ludwigshafen is so great that at present it cannot be estimated.

A German Hospital train arrived at Frankfurt and a French hospital train arrived at Treves with injured.

The German authorities have begged General Degoutte to transmit to the French Government their gratitude for the prompt and efficacious aid of the French troops. French and German soldiers are showing the closest collaboration in rescue work.

French Soldiers Victims of Explosion.

Berlin, September 22.

An explosion killed the French soldiers who were guarding the Oppau works and injured a number of French soldiers who were boating on the Rhine.

Damage Estimated at M.150,000,000.

The Badische Anilin- und Fabrik Co. assess the damage to the works at M.150,000,000.

INDUSTRIAL NEWS FROM FRANCE.

Exports Show Further Substantial Advance.

Paris, September 21.

Official returns again show a substantial advance in French exports during the first eight months of 1921.

M. Briand's personal efforts to settle the textile dispute have resulted in the workmen's syndicate accepting arbitration as outlined by the French Premier.

The International Congress of the textile industry has opened in Paris. About one hundred delegates, representing notably France, Great Britain, and the Netherlands, were present.—Havas.

ECONOMIC WEAPON.

Suggested Alteration in League Covenant.

Geneva, September 22.

The Third Commission of the League, dealing with disarmament and blockade, has adopted a fresh wording for Article XVI. of the Covenant, concerning the use of the economic weapon.

The new text provides that the Council of the League may authorise the postponement of the application of blockade by certain members of the League, if such a measure offers a better prospect of the attainment of the end in view, or tends to reduce losses and inconveniences which members might suffer from the application of the economic weapon.

REPORTED ALBANO-SERBIAN HOSTILITIES.

League's Intervention Asked For.

Geneva, September 21.

The Albanian delegate submitted to the League of Nations committee telegrams purporting to show that hostilities had broken out between Albania and Serbia. The delegate asked for the League's intervention. The committee, upon Lord Robert Cecil's request, decided to consider the problem on Thursday next.—Havas.

L. o. N. and Opium.

Report Adopted.

Geneva, September 22.

Commission V. of the League of Nations has adopted M. Dutthman Swindern's report regarding opium, also the proposal of the Norwegian delegate, M. Bonnive, providing that States interested in the opium trade or the cultivation of the poppy, particularly Germany, be invited to collaborate with the Opium Consultative Committee.

FIGHTING EPIDEMICS.

L. o. N. Invites Financial Co-operation.

Paris, September 21.

The Committee on Welfare of the League of Nations has passed a resolution urging all nations to co-operate towards expenditures for fighting epidemic diseases.—Havas.

NEW MEMBERS OF L. o. N.

Geneva, September 21.

The League of Nations committee on admissions has admitted the republic of Lithuania into the League.—Havas.

The Assembly voted the admission of Estonia, Latvia, and Lithuania to the League of Nations.

THE COTTON INDUSTRY.

World Statistics.

(Reuter's Service.)

London, September 22.

The International Federation of Master Cotton Spinners and Manufacturers' Associations estimates that the world's consumption of raw cotton for the six months ended July 31 amounts to 7,357,000 bales, of which Britain used 730,000, India 904,000, Japan 921,000, and the United States 2,540,000. Stocks on the cotton-spinners' hands throughout the world on August 1 were: 3,926,000 bales, of which Britain held 296,000, India 845,000, Japan 700,000, China 186,000, and the United States 1,103,000. Short-time in Britain during the six months ended July 31 was nearly thirteen weeks; in Japan 21½ weeks. There are 153,000,000 spinning spindles in the world, of which 56,000,000 are in Britain.

MEASURES FOR RELIEVING UNEMPLOYMENT DISTRESS.

Premier's Response to Emergency Deputation of London Mayors.

London, September 23.

The Premier met the mayors of London boroughs, the latter having specially journeyed to Gairloch. They complained of the inadequacy of previous measures dealing with unemployment and submitted important schemes for coping with the problem. The Premier declared that he had summoned Ministers from London to explore means of alleviating distress, and explained the impossibility of the Government shouldering the whole burden. He foreshadowed legislation ensuring co-operation between the Government, local authorities, manufacturers, traders, bankers, and organised labour.

THE WASHINGTON CONFERENCE.

The Question of Priority.

London, September 22.

Reuter learns that enquiries are now being made at Washington as to whether it is the view of the United States Government, as was originally thought, that the Pacific Conference is to precede the disarmament conference, or, as appears to be suggested, that disarmament is to come first. This is regarded as a matter that must be cleared up before arrangements for procedure are made, as it is obvious that the question of disarmament in the Far East is necessarily dependent on an agreement as regards policy, particularly in regard to naval and military matters.

TERRIFIC STORM IN LISBON.

Many Deaths and Heavy Damage.

Lisbon, September 23.

Thunderstorm and torrential rain on Tuesday night and yesterday have caused enormous damage to the city and heavy loss of life. Hundreds have been injured and the streets have been transformed into torrents. Numerous buildings are flooded. Many were drowned in houses and some swept into the sea. A wall fell on a crowded tramcar, killing seven and injuring many.

OUTCOME OF THE ARBUCKLE CASE.

"Morality Clause" to be Inserted in Film Performers' Contracts.

New York, September 22.

An outcome of the Arbuckle case is that a large cinema company's attorney announces that a "morality clause" pledging actors and actresses to conduct themselves with due regard to public convention will be immediately inserted in all company's contracts. Violation of same to mean forfeiture of the delinquent's position.

ARIZONA COPPER CO.

Proposed Transfer.

Arizona, September 23.

The Arizona Copper Co., which closed down in May owing to the serious condition of the industry, has submitted to the shareholders at Edinburgh a proposal to transfer the business to an American company, the Phelps-Dodge Corporation.

THE SURRENDERED GERMAN TONNAGE.

Reparation Commission's Valuation.

Paris, September 22.

The value of the 2,153,477 gross tons of German shipping handed over to the Allies before May 1 has been assessed by the Reparations Commission at 745,000,000 gold marks, which will be placed to Germany's credit.

QUEENSLAND MINING DISASTER.

All Bodies Recovered; Many Unrecognisable.

Brisbane, September 23.

All the bodies of the Mount Mulligan disaster, 24 of which are unrecognisable, have been recovered.

CAUSE OF SIR ERNEST CASSELL'S DEATH.

London, September 22.

Sir Ernest Cassell, who had long been suffering from heart trouble, was found dead in his study [see Earlier Cable].

FRANCE ENTERTAINS CHINESE MILITARY MISSION.

Toulon, September 21.

The military authorities gave a reception on board the battleship Lorraine in honour of the Chinese Military Mission.—Havas.

(Other Telegrams on Page 2.)

THE MACAO AFFAIR.

Chinese Obeys Ultimatum.

London, September 22.

The Macao affair would seem to have passed out of the acute stage in which it was yesterday. It will be remembered that the Portuguese authorities had issued an ultimatum to the Chinese gunboat lying within the waters of the inner harbour that if the gunboat were not taken out of the waters it would be fired on by the Portuguese forts and naval boats. The time given for the departure of the vessel was six o'clock last evening and before that hour the boat moved off to the other side of Lappa Island, which is indisputably in Chinese waters.

We understand that the British gunboat, the Tarrantula, put in an appearance at Macao yesterday and it is said that the British naval authorities had a hand in finally persuading the Chinese gunboat to leave the disputed water and so save further trouble. The British Consul and the Commissioner of Chinese Maritime Customs were also party to the conference which took place. But the matter is by no means settled, though it is comforting to be able to report that the danger of open hostilities has been averted.

Macao is now quiet, according to the latest news brought down by the steamer which reached here at noon today. Many Chinese and Portuguese families had previously left for Canton in anticipation of fighting. There was a good deal of excitement in the town throughout yesterday. The garrison at Macao is still under arms and there is unquestionably a tense feeling existing between the Macao and Canton Governments over the matter.

Whether there will be subsequent negotiations remains to be seen.

CINEMA JOINTINGS.

"All Dolled-Up" at the Coronet.

The Coronet goes all out for fun with its present programme and very successfully too. There is a two-part comedy which if we may so put it, is amusingly nonsensical. There is "The Dear Departed" in which "Snub" Pollard finds himself constantly in hot water. He makes the most of every situation and the result is a constant ripple of laughter. The humour of "All Dolled-Up" is less boisterous but is highly engaging. Gladys Walton is all spirit and vivacity and sheer sauciness. But there are tears and heart-aches close to the laughter, and rank villainy and much honest "scrapping." A fine, stirring film is "All Dolled-Up" and it should be seen.

ANOTHER CONCERT.

A Varied Programme.

As will be seen by our advertisement columns to-day a farewell concert is to be given in the Chamber of Commerce Room, City Hall, on Thursday afternoon next by those deservedly popular artists Miss Anna El-Tour, Miss Vera Mirova and Mr. Leo Podolsky. This concert has been possible owing to delay in the stream of the party intended taking for the south, and on this occasion the trio will be assisted by Mr. Harry Ore, the well-known local pianist, Mr. J. van Tasek (violin) and Professor F. Gorziles (cello).

The programme has been specially arranged and will include such attractive items as the singing by Miss El-Tour of Scottish songs, by Beethoven arranged for voice, piano, violin and cello. Miss Mirova will dance two dances with violin obligato, one of them being the Humoresque by Dvorak. There will also be a Romance and variations by Grieg for two pianos in which Mr. Podolsky and Mr. Harry Ore will be associated.

As will be seen from the above indications the programme will be out of the ordinary. Booking is now open at Montreux.

INTERPORT SWIMMING.

Last Night's Trials.

Quite a number of very interesting interport swimming trials took place at the V.R.G. bath last evening, following the league water-polo match between the United Athletic Club and the Club Lusitano. The high dive, the running header from the spring board and the long dive were gone in for by a large number of aspirants after interport honours, and a distinct improvement was seen on previous form.

If one might be forgiven the giving of a little guidance to competitors, it was noticeable in the high diving that not enough attention is paid to form, distance and recovery. Many of the divers were perfect as regards entry into the water and the style of the diver during the actual flight from the platform to the water. Form on the platform counts a great deal and so does the distance achieved before the diver enters the water. The most glaring fault of the majority of last night's "triers" was in recovery. The hands should be allowed to come out of the water quite naturally. The diver should be facing away from the diving board and not towards it on coming up, and, on the conclusion of the dive, he should swim away naturally.

The running header from the springboard has some promising entrants, though here again distance and recovery leave room for improvement, especially in the latter particular. The dive should not be too deep.

In the long plunge most of the men failed to keep straight, due to the hunching up of one shoulder. Generally speaking, the long diving was better last night than has been seen hitherto at the practices.

Further trials are taking place this evening, on Saturday and on Sunday morning.

CHINESE NEWS.

A Shanghai telegram reports that Sz-chuen troops have encircled Ichang on three sides in strong forces, and Wu Pui-fu has mobilised the 24th division for defensive purposes.

We take the following from the Canton Times:—

A new order has been issued by the Municipality drawing the public's attention to the motor traffic regulations of the city. Chauffeurs who are reckless in driving motor cars exceeding the speed limit will be severely dealt with by the police. No license will be issued to motor car drivers who failed to pass an examination conducted by the Bureau of Public Utilities and no chauffeur is allowed to drive motor car unless he possesses a license issued by the Bureau.

We are reliably informed that the report which appeared in Wednesday's issue of the Canton Times about an attempted robbery, on the Canton-Kowloon Railway by bandits, was untrue, although the vernacular press were unanimous in reporting the story, from which the Canton Times translated. It is curious to note that the vernacular press also reported that a section of the line near Hsueh Ping (or Sheng Ping Station) was destroyed by bandits, a report which was entirely erroneous and groundless, for no damage was done to the line.

On account of the high cost of living labour guilds of the city have risen to demand an increase in wages for their members during the last few months. Although many strikes have been settled through the mediation of government officials or otherwise, it is reported, there are still 20,000 labourers now on strike. The strikers are the tea factory workers, shoe-makers, oil factory workers, textile mill workers, and painters.

NAVAL PAY.

Service Dollar to Go.

In our editorial column yesterday we referred to the concession made by the Treasury some years ago relating to the rate of exchange between here and Home as it affects those paid in sterling. We have made further inquiries to-day and learn that the abolition of the concession commonly known as the "Service Dollar" will probably not affect the Military at all. The Senior Service, however, is not so fortunate. At the present time those in the Navy whose pay is over £300 per annum receive (for the first £300 of their pay) 80 per cent. at the rate of a two shilling dollar and the remaining twenty per cent. at the official current rate for the month. After the first £300 they receive 50 per cent. at the current rate and 50 per cent. at two shillings. After this month this will cease. The Admiralty is bringing in some new arrangement—just quite what it will be is not yet known—and it is thought that those in the Navy will be much worse off than before, although it is hoped that it will not be quite so bad as getting all their pay at the official current rate of exchange.

Those in the Naval Dockyard, we understand, will be affected in the same way, and we have also heard that certain temporary bonuses which they have been receiving will be reduced in accordance with the index figures for the cost of living at Home.

Another Naval grievance is the income tax question. If a member of the Service gets £50 a month, he receives under the "Service Dollar" concession £40 at the rate of a two shilling dollar and £10 at the current rate for the month, say half-a-crown. His £40 at two shillings would give him £400 and his £10 at half-a-crown would give him £50, in all £450. Now the rate of exchange is half-a-crown and £40 at that rate works out at £60, and the Admiralty want income tax on that extra £10. Strong protests have been made and so far the Powers-That-Be have not come to a final decision. This is another matter that does not affect the Army and those in the Navy do not see why they should be subjected to this different treatment.

News in To-day's New Advertisements.

There will be another Podolsky Concert at the City Hall on September 29.—Page 4.

"Lifting Shadows" is on at the World Theatre.—Page 4.

Lammert's are selling off Household Furniture at 41b Nathan Road, Kowloon, on Sept. 29.—Page 4.

A notice of interest to Missionaries appears on Page 4.

The Office of the Chungwha Navigation Company is now on the third floor of Bank of China Building.—Page 4.

The Annual General Meeting of the Dairy Farm will be held on October 6.—Page 4.

Anderson Music Co., again advertise their Baby Grand Pianos.—Page 4.

Aceal Riss & Co., advertise Widdop Oil Engines.—Page 2.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 10½d.

The Weather.

2 p.m. Barometer:—29.85. Temperature:—80. Humidity:—51.

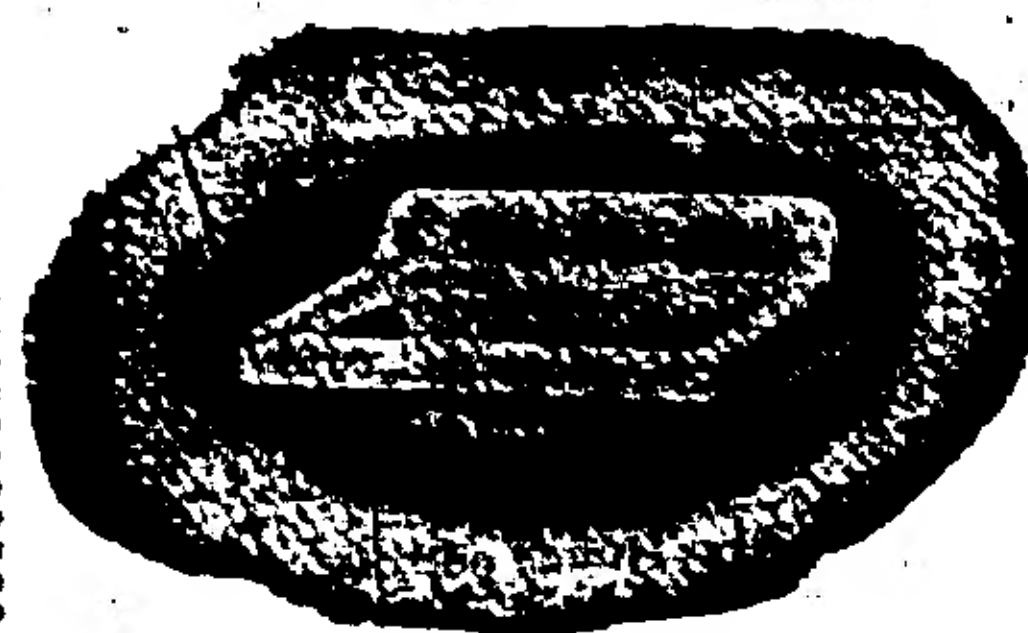
Lighting-Up Time.

Lighting-up time to-day: 6.15 p.m.

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A French Remedy for all irregularities
of the female system. It is a
small, round, white pill, and
on the first sign of any irregularity
of the system a single dose may be
administered. Three or four pills
may be taken, three or four times a day.
All Chemists and Stores sell them.
Beware of cheap imitations.
MARTIN'S Chemist, Southampton, Eng.

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EARLIER TELEGRAMS.

INTERNATIONAL TRAFFIC IN ARMS.

Geneva, Sept. 22.
The temporary mixed commission of the League on armaments,
reporting to the Assembly with regard to its work, emphasises that
one of the problems confronting the League are more difficult than
disarmament regarding which the effective regulation of international
traffic in arms is vitally and urgently important. It points out that
the international convention for the control of trade in arms was
signed by the Allies at St. Germain on September 10, 1919, and has
not yet been ratified by the majority of the signatories. Britain,
France and Japan are ready to ratify it as soon as all the other
principal powers are prepared to do so. Italy is willing to ratify it
as soon as Parliament has approved of the convention. With regard
to the United States, which in view of the magnitude of its production
of arms and munitions, is capital important, the convention has
not yet been submitted to the Senate for ratification. If American
traffic in arms is not controlled the convention is likely to remain
inoperative.

THE OPPAU WORKS HORROR.

London, Sept. 22.
It was at Oppau Works, during the war, that the Germans made
the poison gas which added a new horror to hostilities. The manu-
facture has lately been making nitrogen compounds for agricultural
fertilisation.
A large hole one hundred and thirty yards wide and forty-nine
yards deep marks the former site of the gasometers which blew up.
Invaluable assistance was rendered by French military under
General Degoutte, Commander-in-Chief.
As evidencing the force of the explosion several tombstones in
Oppau cemetery, weighing at least five kilograms, were lifted up
and hurled sixty feet.

SHIPPING FREIGHTS TO THE EAST.

London, Sept. 22.
The liner companies engaged in Far Eastern trade are further
reducing the freights from Europe. Based on weight both from Britain
and the Continent the reductions will broadly range from 5% to
17½ per cent on rates between 57½ and 75 according to the
particular article and port of destination.

OBITUARY.

London, Sept. 22.
The death is announced of the Right Hon. Sir Ernest Cassel,
G.C.B.
[The late Sir Ernest Cassel was a son of Jacob Cassel, banker,
Cologne and was born there on March 3, 1852. "Who's Who" gives
the following: Commander of the Legion d'Honneur; Commander
of Royal Order of Wasa of Sweden; Grand Cordon of Polar Star of
Sweden; Grand Cordon, Osmanieh; Order of the Rising Sun of
Japan (1st Class).]

EGYPTIAN COTTON.

Cairo, Sept. 21.
The Government has decided to continue the restriction in the
cotton-growing areas for two years.

RUBBER GROWERS
MEETING.

Singapore, Sept. 22.
A meeting of rubber growers at
Kuala Lumpur considered the
rubber situation, with the view to
co-operative action. The Rubber
Producers Association of Malaya
telegraphed its approval of one
united association representing all
Malayan rubber producers and
suggested a conference.

JAPANESE SENTENCED
FOR FRAUD.

Singapore, Sept. 22.
A Japanese named Hidetorigoe
has been sentenced to four years
imprisonment for defrauding the
Netherlands Trading Society of
\$10,000 by means of a forged bank
draft.

ALLEGED EVASION OF
REVENUE.Decision in Cigarette
Case Postponed.

The case in which a Chinese
cigarette retailer was charged with
possession of a large quantity of
doubtful cigarettes was again before
Mr. G. N. Orme at the Magistrate's
yesterday.

Mr. F. N. d'Almada, defending,
called a number of witnesses, from
whom he said his client bought the
cigarettes complained of.

A sub-agent of the B.A.T. said
he sold cigarettes to defendant.
The cigarettes were duty-paid.

When examined by Mr. Taylor,
Assistant Superintendent of Imports
and Exports, witness said
defendant purchased cigarettes
from him in April.

An agent and a sub-agent of the
B.A.T. also gave evidence. Both said
they supplied duty-paid cigarettes to
defendant. The former added that
he had no receipts to show that
duty had been paid; he took it for
granted that duty had been paid.

In reply Mr. Taylor the agent
said he last sold cigarettes to de-

fendant in March. Witness was
asked by Mr. Taylor to give an
opinion of what the condition of
Haitian cigarettes would be if
they were kept since March. He
refused to give an opinion though
he was pressed by the Magistrate
to do so.

At the conclusion of the evidence
Mr. d'Almada said he had no other
witnesses, as two men from whom
his client bought cigarettes had
absconded. The Ordinance cast
an onus on cigarette retailers
which was impossible to discharge.
Ever B. A. T. agents had no
receipts to show that duty had been
paid.

The Magistrate: I understand
what Mr. Taylor asks for is that
bills and receipts should be pro-
duced at the proper time and
place.

Mr. d'Almada: Defendant did
produce them.

The Magistrate: Not at the
time when Mr. Taylor and Revenue
Officers raided his shop. You
supplied them later. You should
have bills ready for a visit by
Revenue Officers.

Mr. d'Almada: Some people do
business in a slipshod way. It
should not be because of that, that
they should be found guilty. It
would be an injustice if I were
convicted for having illicit
cigarettes in my possession.

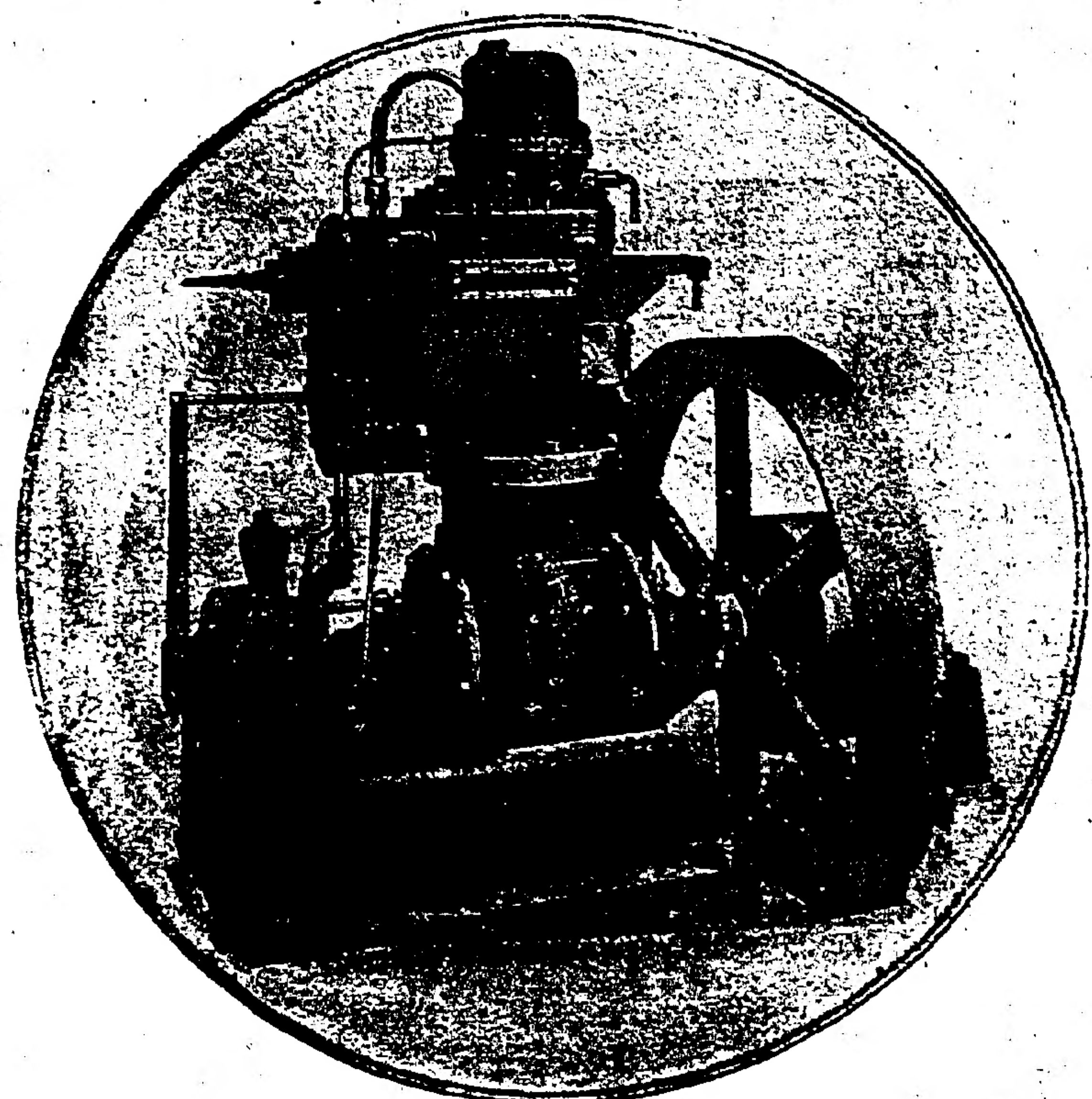
The Magistrate: You must not
confuse yourself with your client.
You won't be convicted.

Mr. d'Almada: I associate my-
self with my client when I said
that.

The Magistrate said that it would
not be a hardship to cigarette re-
tailers if they were expected to
keep proper books, especially as
the Ordinance cast the onus on
them to supply necessary proof
that duty had been paid, when re-
quired to do so. He was not satis-
fied that defendant had given satis-
factory proof according to law that
he had paid the duty. As the case
had been going on for some time
and a considerable amount of evi-
dence had been taken he would not
give his decision until he had read
over the evidence. He adjourned
the case for a week.

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FOOD POISONING CASE

Cook's Evidence Given
Yesterday.

Further evidence was heard at
the Magistrate yesterday afternoon
in the case in which a Chinese was
charged with administering poison
in food with the intent of causing
grievous harm to the accountant of
the Yuk Lun Tong druggist's shop
and eight others.

Defendant was formerly a cook
in the above mentioned shop and
was dismissed in July. The ac-
countant who dismissed him had
also been "sacked," and since his
dismissal defendant had been a fre-
quent visitor to the shop, being ap-
parently on good terms with all the
employees. On the 1st, he went
to the shop and was alleged to have
put arsenic in a pot of paddy worms
the food in question while they
were being cooked. Eight of the
nine men who partook of the
food were sent to hospital,
and all of them recovered.

The other man was not seriously ill,
and was therefore not removed to
hospital.

Yesterday the cook of the Yuk
Lun Tong gave evidence. He said
the articles of food which he put
in the paddy worms were pork,
garlic, preserved olives and
Chinese "fry cakes," these being
cooked together with the worms,
which were beaten to a pulp in an
earthenware pot before they were
put over the fire. After the cooking
had begun defendant went into
the kitchen, and while witness
was engaged in cutting up other
foodstuffs, he took off the cover of
the boiling pan and stirred the
worms with a pair of chopsticks.

When examined by the Magi-
strate the cook said from the time
he put the worms into the pan till
the cooking was over—during which
period the worms were not touched
by him—defendant was the only
man who went into the kitchen.
Just before his fork sat down for
the evening meal defendant walked
out of the shop. Witness invited
him to partake of the food, but the
latter declined, saying "I will not
take your food." He then left the
shop. Witness added that when

ever defendant called at the shop
he invariably took his meal there,
and this was the only occasion on
which he had refused an invitation.

The Magistrate: Well, you
started to help yourself to the good
things?

Witness gave an affirmative
reply. In reply to further ques-
tions he said he took four or five
mouthfuls of worms. He felt grit
in them.

The Magistrate: Did they taste
good?

Witness: They had the taste of
worms.

The Magistrate: They tasted
good that night? Nothing unusual?

No.

Continuing, the cook said he did
not speak to his fork about the
grit, and, when the Magistrate
asked his reason, said "I cleaned
and cooked the worms."

The Magistrate: Naturally you
would lose face.

The cook added that the other
men felt grit in the worms and all
of them stopped eating. An ex-
amination of the worms revealed
particles of grit, and one man
suggested Fung Fung medicine (a
Chinese emetic) which all of them
drank. Witness felt a bitter taste
in his mouth. They also took
another kind of Chinese medicine.

At 9 p.m. (the meal was taken at
8.30), the witness said, his stomach
began to be feverish. All of them
felt sick. The defendant who
visited the shop some time after
10 p.m. was detained and eventually
arrested by the police. Witness
was also taken into custody.

The case was adjourned.

WATER POLO LEAGUE.

The Club Lusitano defeated the
United at the V.R.C., yesterday
evening by 4 goals to 1. The
United were without Finch, and
G. A. Carvalho played a good
game for the Club.

Matches for this evening:—
5.15 p.m.—H.M.S. Foxglove v.
2nd Wiltshires.

5.45 p.m.—V.R.C. v. R.G.A.

TENNIS.

Garrison Championship.

Excellent tennis was witnessed
at the Valley yesterday by a large
gathering of military. Among those
present were H. E. Lt. Gen. Sir
G. M. Kirkpatrick, Lady Kirk-
patrick and the Messrs Kirkpatrick.
Col. W. Davy, Col. L. Humphry,
Major Edwards, Major Hickling,
Rev. Shewell, C.F., Capt. Oliver,
Capt. Tomory and Capt. Fisher,
A.D.C.

The match between Q. M. S.
Foster and S. Sgt. Hayes,
R.A.O.C., and Edmond Murrat
and Rogers Wilks produced some
first class play, the latter pair after
being 4 down winning the set by
8-6.

The second and third sets went
to the R.A.O.C. pair after many an
exciting rally, by 6-4, 6-3.

The other games resulted as
follow:—C.S.M. Pearson and
Cpl. Townsend a.s., beat Sgt.
Wilkinson and Cpl. Rhodes
R.A.O.C., 6-1, 6-3.

S.S.M. Stroud and Dr. Lensley
a.s.c., beat Cpl. Hayward and
Spr. Newing, a.s., 6-1, 6-2, Sgt.
Holloway and Gr. Henwood a.s.,
beat Sgt. Wells and Edm. Teagle
Wills 3-6, 6-3, 6-3.

The semi-finals and final will be
played, weather permitting, to-day
commencing at 3 p.m.

Lady Kirkpatrick will present the
trophies at the close of play.

By kind permission of Lt. Col.
J. R. Wyndham and officers of the
Regiment the Wiltshire band will
play selections during the after-
noon.

DEATH OF 1903 NOBEL
PRIZE-WINNER.

Professor Lippmann, the dis-
tinguished French scientist and
a member of the French mission
to Canada, died on board the
liner France during the return
journey as the result of the effects
of a severe cold. He won the
Nobel Prize in 1903 for his dis-
coveries in connection with
colour photography.

NOTICE.

ARRIVED.

Victor
Records
for
August.

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Directoire gown of striped blue and white cloth with white vest. The long sleeves show the stripes on the bias. The waistcoat extends below the waistline and there is an ornamental fib worn at the side. At the right, straight line frock of copper-coloured cloth with slightly full skirt showing a lining of plaid silk. The bodice buttons straight up the front and ends in a high collar.

PRESENTATION TO
SIR JAMES CANTLIE.Famous Physician Describes
Genesis of Hongkong's
Medical Faculty.

An interesting ceremony was held on July 15 at the London School of Tropical Medicine, when Sir James Cantlie, the Lecturer on Surgery to the School, and Prof. W. J. R. Simpson, Lecturer on Tropical Hygiene and Sanitation, were each presented with an inscribed silver salver on the occasion of their retirement. Both gentlemen were members of the original staff of the School, opened in October 1899.

Sir James Cantlie in his speech referred to his own personal touch with that giant of scientific research, Sir Patrick Manson. It was when Manson was in Hongkong in the year 1887 that a letter was sent to Dr. Mitchell Bruce, London, a college friend of Sir Patrick's, telling him that he was intending to retire from the East, and that he wished for a successor to be recommended to him, but that he did not wish his name to be mentioned in the matter. Dr. Bruce called in his friend, Mr. Cantlie, to help him select a suitable man, but without mentioning either name or place. After a long discussion they failed to agree upon a man, and gave it up as well-nigh hopeless. At the end of the discussion Cantlie said: "Well, I have been for seventeen years teaching anatomy, and some of my pupils are driving about in their carriages. I don't see why I should not go to this place, wherever it is. Where is it?" Bruce answered: "I must not tell you that." "But I can't be expected to say. I will go without knowing where it is. Well, let us consider it must be on the earth, not in Mars. If it is in the Western Hemisphere, I am not going." "It is not in any of the Americas." "If it is in India, Australia, New Zealand,

or the Cape, I am not going." "It is in none of these." "Then it must be Mackie's practice in Alexandria or Manson's practice in Hongkong." "It is not Mackie's practice." "Then it is Manson's practice in Hongkong, and I'm going." Within half an hour after consultation with his wife a telegram was despatched to Hongkong, which read: "Will Cantlie do?" Next day came back the reply: "Yes, and duly after resigning a surgercy to a London hospital and a lectureship on anatomy to a London school, these two men met, never having seen each other before, on the wharf at Hongkong. What was the payment? The matter had never yet been raised, and it was only settled some time after arrival. Sir James says he has now occasionally to select professors for the different chairs in the Hongkong University. The first question almost invariably is the payment. That, he says, tends to prejudice him against the applicant straight away; this is, of course, quite wrong. But here is a young man about to be sent out to a new and endowed university, giving scope for work along new lines with an illimitable outlook for success. The 100,000,000 of Chinese are asking for instruction in Western knowledge, medicine most pointedly of all. The success of the new university is what these young teachers from this country make it; enthusiasm is the keynote of success; on that the attraction of the university depends, the income of the institution will increase or diminish according to the ability and enthusiasm of the instructors. Having their pound of flesh in a dead spirit under such circumstances, and those thus minded for their own sakes and the sake of the school they are proposing to serve had better stay away. That was not the spirit that for twenty years kept the College of

Medicine for Chinese going, started by Sir James Cantlie in 1887, and of which Sir Patrick Manson was the first Dean. The teachers in this college worked without payment for twelve years, devotedly taught the different departments of medical education, their reward being to raise its wonderful architectural front to face the Continent of China, and proclaim to the world that Britain had sent not warships and great guns, but science and peace to the listening shores of that great country. Dr. Simpson and Sir James Cantlie together issued the *Journal of Tropical Medicine* in 1898, which has continued until the present day, and will probably do so for many a day to come. During the time of these two pioneers of tropical medicine we associate the initiation of the Royal Society of Tropical Medicine and Hygiene. Professor Simpson has just finished his allotted period of two years as President, and Sir James Cantlie has succeeded him.

JOY IN THE NURSERY.

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Baby's Own Tablets are absolutely safe and suitable for infants and children of all ages, and are an agreeable remedy for infantile indigestion, constipation, colic, diarrhoea, simple fever and worms. They make feeding easy, break up colds, promote restful sleep, good appetite and regular development. Chemists everywhere sell Baby's Own Tablets, also post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 E. 17th St., New York, N.Y.

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KU-KLUX-KLAN.

Mischief of Lawless Body in America.

The *New York World* publishes an exposure of the secrets of the Ku-Klux-Klan, which it describes as "this growing law-defying organization, a menace to order." After an inquiry extending over some months, conducted both within and without the organization the *World* begins with the story of the society's spread, which has been manifest in every State except Montana, Utah, and New Hampshire. The revived Ku-Klux-Klan is hostile to Jews, Catholics, and aliens as well as to negroes. It has a membership of 500,000 and is growing fast, and spreading more rapidly in the North and West than in its original home the South. It spreads by dint of local prejudice and hatred. Hoboes of the Pacific coast whisper: "The yellow man is plotting to incite the blacks in America to rise against the whites." In the Centre and the West it pretends to devote itself to the stamping out of radicalism. On the Atlantic coast it is preached that the alien-born, even when naturalised, has no place in America. Everywhere Jews are banned from membership, making anti-Semitism one of its missions. It also attacks Catholics.

Secondly, many professional salesmen who net the country members paddle membership, receiving \$4 for every new member secured. Paid Organizers started work this summer in various cities with proper headquarters. Each member makes a donation of ten dollars, of which the professional organizer, or his associate, keeps four and sends the rest to the Chief, Kleagle, who pockets another dollar. The remaining five go into the Ku-Klux-Klan treasury. The *New York World* has the co-operation of itself, an Invisible Empire and is ruled by the "Emperor," Colonel William Joseph Simmons. Closely

ENGLISH CHOIR FIRST AT EISTEDDFOD.

Belated Adjudicators Not Allowed to Take Part.

The success of an English ladies' choir at the Eisteddfod at Carnarvon has been followed by a similar victory in the male voice choir competition, Holme Valley Choir, Huddersfield, taking first place with 193 marks out of a possible 200. Nelson Arion was second with 192 marks, and Llanrwst, the highest Welsh choir, third with 189. Twelve choirs sang, including seven from England and four from Wales.

Two of the adjudicators were absent when the competition commenced, and the audience would not allow them to take part when they appeared.

A prize of £100 for a critical essay on Welsh literature of the nineteenth century produced three works, none of which, however, was deemed worthy of the award. By associated with him are Clarke the head of the Propaganda Department, or Imperial Kleagle, and Mrs. Tyler, the associate of Clarke and the principal stockholder. The *Searchlight*, published at Atlanta, is its organ. The method of propaganda resembles what is told of Omoto kyo in that an endeavour is made to spread it in the army and navy, and sending circulars to officers on the reserve list. Since the Ku-Klux-Klan began spreading its doctrines many violations of the legal rights of individuals by masked mobs wearing the Ku-Klux-Klan regalia have occurred. White women have been beaten and stripped, and specific warnings issued to individuals. In the work of stamping out this dangerous Ku-Klux-Klan treasury. The *New York World* has the co-operation of itself, an Invisible Empire and is ruled by the "Emperor," Colonel William Joseph Simmons. Closely

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"RHESUS"	8th Nov.	London, Amsterdam & Antwerp
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp

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"TELEMACHUS"	20th Oct.	Rotterdam & Liverpool
"ANTILCHUS"	1st Nov.	Genoa, Marseilles & Liverpool

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(via Kobe and Yokohama)

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"PROTESILAUS"	20th Oct.	Victoria, Seattle & Vancouver
"IXION"	23rd Nov.	Victoria, Seattle & Vancouver

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"EURYMACHUS"	13th October.	via Suez
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"MENTOR"	27th Oct.	for Shanghai
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due here 24th September, will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports end of October.

Further Sailings:-

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Hongkong, 2nd September, 1921

SENATOR LODGE FOR ARMAMENT REDUCTION.

One of Delegates to Washington Conference.

Senator Lodge, selected by the President as one of the American delegates to the disarmament conference, declared in the Senate last month that he would exert his best efforts for a reduction of armament, but that "there must be a general reduction" by all nations.

Senator Lodge expressed his views after Senator Harrison, Democrat, Mississippi, had offered an amendment to the \$200,000 appropriation item for expenses of the conference, which would direct the American delegates to demand open sessions.

The designation of the Massachusetts Senator by the President was a great tribute, Senator Harrison said, adding that he hoped Mr. Lodge would work to the utmost to bring about disarmament.

"I will not change my views," Senator Lodge declared, "but there must be general disarmament—a general reduction. I shall do everything in my power to fulfil those views in the office the President has done me the

honor to name. Nobody will labour harder than I for reduction, but I shall insist upon general disarmament.

"In saying this I am simply reiterating what I have said over and over again. One great reason for reduction is that it means great economy. I hope also that it promises peace. Reduction of armament means the greatest possible reduction in expenditures and money saving for the people.

Senator Harrison asserted that in naming Senator Lodge, the President had selected one who had done more to postpone disarmament than any other person, because of Senator Lodge's "fight for the reservations which killed the League of Nations."

Senator Borah should have been placed upon the American commission, Senator Harrison added, as "the man who has done most to crystallize public sentiment for disarmament."

NOT FOR TWO YEARS.

"It seems incredible," said the Williston magistrate recently, when a mother-in-law told him that she had not spoken to her daughter's husband for two years, although she lived in the same house with him.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"HAWKEYE STATE"

having arrived from Seattle, Wash. via ports, on 19th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon. Shan Godown Co., Nos. 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 26th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC S.S. CO.,

United States Shipping Board, Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE.

5th Floor, Hotel Mansions, Hongkong, 19th Sept., 1921.

NOTICE TO CONSIGNEES.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ

From BELAWAN DELI, PENANG & SINGAPORE. The Steamship

"VAN CLOON"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th Sept., 1921 will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 26th Sept., 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINE.

Hongkong, 22nd Sept., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd Oct., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD.

Agents.

Hongkong, 19th Sept., 1921.

"BEN" LINE OF STEAMERS.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 10 a.m.

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"BOCHE HUGO STINNES" AS NAME OF A SHIP.

German Magnate Perpetuating Opprobrious War Term.

British seamen can hardly be expected to greet with enthusiasm a certain German steamship which they will one day meet on the main sea routes.

She is being built at the Vulcan yard, to the order of Herr Hugo Stinnes, Germany's chief industrial magnate; and according to a Berlin report she is to perpetuate a war-time name of opprobrium. She will be called Boche Hugo Stinnes.

Of equal interest to the British seamen is the little fight now being waged as to whether Germany's mercantile marine shall continue to fly the black, white and red flag of pre-war days, or adopt a new flag with yellow stripes.

This yellow-striped flag has been obtained by the Reichstag, but various interests are up in arms against it, from the Nationalist political parties to commercial and shipping circles.

Recently in Hamburg, the Citizens' Union organized a review of 13 steamers on the Alster, Hamburg's lake, the ships being dressed with the old flag.

At a meeting held before the review speeches were delivered praising the flag and demanding that before the new flag is adopted a plebiscite shall be held on the question.

Among supporters of the old flag is the leader of the German seamen's union, who, on account of his attitude, has been expelled from the Socialist party.

GREAT FINANCIAL FIGHT.

How The Ford Company Was Saved.

The statement circulated some time since, apparently by Wall Street, that Mr. Ford was ruined appears to have been too previous. How Mr. Henry Ford beat his arch enemy, Wall Street, and saved his vast organisation, is told in the *Detroit News*, and the story makes exciting reading.

When the Ford concern, like most others during the reconstruction period, was hard pressed through the fall in prices, Wall Street, which Mr. Ford hated, and never missed an opportunity of reviling, thought it saw its chance to bring the great manufacturer to the dust. The Ford Company were then faced with maturing obligations amounting to nearly \$15,000,000, but far from being forced to surrender to the bankers, Mr. Ford was still master of his own fate, and his plants were working at top speed.

In his narrative of how the thing was done, Mr. Ford relates that late one January afternoon a car rolled up to the door of his mansion, and from it stepped a great banker. A few minutes later the banker was reading the manufacturer a plan drawn up by himself and his associates to enable Mr. Ford to meet his obligations. The banker, it was clear, imagined that Mr. Ford could not refuse to accept the plan, which would have placed him completely at the mercy of his "rescuers."

Mr. Ford listened until the banker, suddenly looking up, said: "By the way, who is your treasurer? We shall want to appoint our own man to carry out this reorganisation." On that Mr. Ford says: "I handed him (the banker) his hat and showed him where the door was."

Then Mr. Ford and his men turned to face the fight before them. They had to find many

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millions, and quickly. Unfortunately, the returns showed that the sales were falling off, and that cut in prices stimulated the demand only temporarily. "It was plain," says Mr. Ford, "that something much more drastic would have to be done. We stopped every activity that was not directly productive. Our enormous purchases of raw materials were cut off, and at all the thirty-five Ford factories everything in hand was manufactured into finished products."

Then the company enforced the clause in the contracts with the agents under which the latter were compelled to make a certain quota of cars every month and pay for them. Thus Ford made the dealer finance the firm. All kinds of administrative and engineering economies were put in force and soon the company was in a position of taking in money and paying nothing out—in other words, as Mr. Ford put it: "It was living on its own fat."

The firm had cash on hand amounting to \$5,000,000. Between January 1st and April 1st over \$6,000,000 of stock was turned into cash. Then the foreign debts were examined, and it was found that the agents abroad owed the firm approximately \$750,000, which was immediately collected. Accounts receivable for the sale of by-products amounting to nearly another \$1,000,000 were collected or discounted.

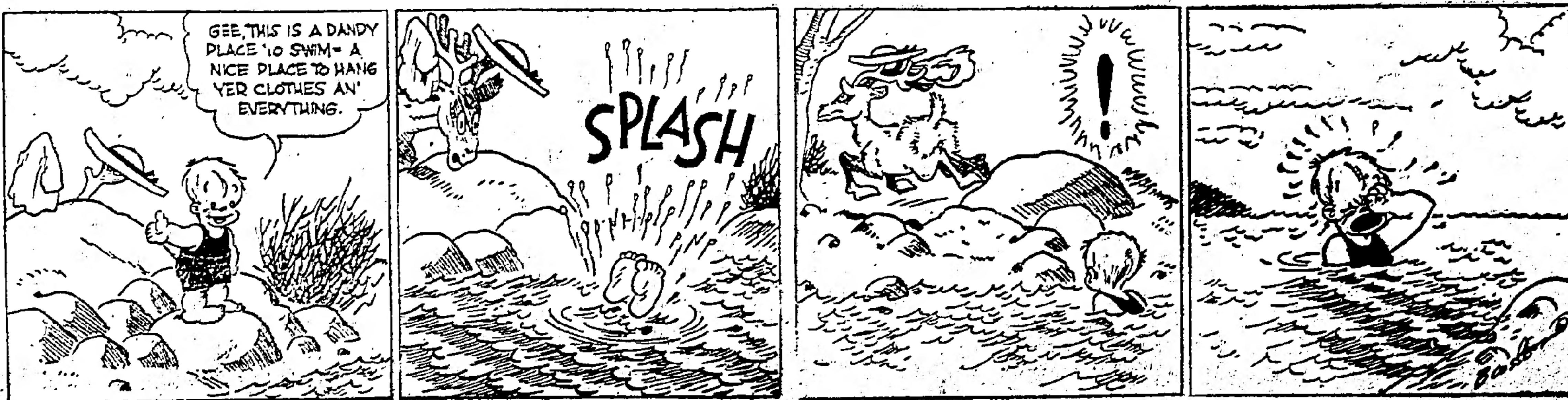
But still \$2,000,000 had to be obtained. Owing to delays on the railway, the company had several millions' worth of cars in transit. If they could be hurried on, the money would become available so much sooner. The firm therefore acquired the Detroit Toledo, and Ironton Railway Company. This line serves many of the Ford plants by giving priority to its own products. Mr. Ford was able to deliver several thousand cars in a few days, and was able to release no less than \$7,000,000 which had been locked up in goods in transit. The firm was now safe, with a small margin, and the situation was saved.

But it was a near thing, Mr. Ford admits, as practically every car which the firm owned was sold before the necessary amount was raised.

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 23, 1921.

EVENTS IN GERMANY.

The election of a member of the People's Party as Premier of Bavaria is a straw which shows the direction of the wind in that quarter. Since the armistice the history of this southern State has been exceedingly curious. At first it was a hotbed of the extreme kind of democratic fervour; this at any rate was the type of doctrine enunciated by those who had the reins of office. Before long a decided change came over the scene. The democratic governors gave way to a set of Imperialistic politicians who have been foremost in the attempts to thwart the carrying out of the Peace Treaty, especially in relation to disarmament. There has recently been some trouble between Bavaria and Berlin in reference to the rights of the central government and of the individual States respectively. Some say this friction is all camouflage, and that Berlin and the States understand each other very well. This does not agree with the general attitude of the Wirth Cabinet, which appears to have made up its mind that an earnest attempt to carry out the Peace Treaty is the best thing in Germany's own interest. Bavaria, however, maintains its intransigence, as is now confirmed by the selection of a People's Party man as Premier, the "People's Party" being a disguise for a body in strong sympathy with the Hohenzollerns. Only the other day, at a public function, the Burgomaster virtually saluted the representative of the Bavarian dynasty and bade the assembly look forward to a restoration.

These Junker-like manifestations, though perhaps more noticeable in Bavaria, are not confined to that area, witness the assassination of Erzberger, apparently because he favoured adherence to the reparations settlement. The mails to hand contain accounts of activities in the German capital. Baron von Lesner, one of the delegates who refused to sign the Peace Treaty, recently contributed to the *Tägliche Rundschau* an article in which he says that Germany will never rise again unless it resists with all its might the "blackmail" of its enemies, and he threatens the Government with "a fearful explosion" over its reparations policy. The *Deutsche Zeitung*, on the anniversary of the signing of the Treaty of Versailles, published an article entitled "The Day of Shame," in which, reminding its readers that the German Empire was founded in the Hall of Mirrors at Versailles and betrayed there, prophesies that it will there renew its power, and he exhorts all Germans to keep in mind *Der Tag*, "which must and will come."

Real as the chauvinistic movement is among a very considerable section of Germans, it would be easy to over-estimate its significance. The Kapp fiasco indicates that the nation as a whole, though it seems to bear no striking resentment towards the late dynasty as the cause of its disasters, is not disposed to move for its restoration. The risk of an upheaval is in the possibility that an energetic body of Imperialists, after more careful preparation, or taking advantage of dissatisfaction over economic conditions, may again attempt to stampede the country. This probably helps to account for the moderating influence which Britain has exercised in reference to French demands. German industry is, in all the circumstances, showing remarkable signs of recovery, and if the Wirth Cabinet can hold on long enough to give the German people a clear pointer in regard to a renewal of prosperity, the risk of a counter-revolution is likely to diminish appreciably, though it is a contingency to which we cannot afford to close our eyes.

NOTES & COMMENTS.

Traffic Improvements.

Our local Traffic Department is by no means an inactive one and we are wondering just how many people besides ourselves have noticed the improvement which has resulted in clearing out the rickshas from the main streets west of Pedder Street. Rickshas used to be allowed to "park" along the gutters of Queen's Road and Des Voeux Road with the result that traffic using those roads was robbed of a deal of space. During the past few days the rickshas have been instructed to "park" up side streets, just as the chairs have to do in Wyndham Street and Ice House Street and the resultant improvement is by no means a small one. It is just as easy for residents to call a ricksha, in fact, it is easier, because only one ricksha is at the end of the line at one time whereas before to call one ricksha from among many lining the sidewalk was to invite the dash of several. For this little matter our Traffic Department can, through us, accept best thanks. There are many little ways in which the traffic problems of this Colony—by no means easy problems by reason of the nature of the traffic—are being dealt with. Ever since traffic police have been put on dangerous corners the driving of a motorcar or the riding of a motor cycle in the Colony has been a very much less nerve-wearing experience than it was hitherto. Last week-end the writer had personal experience of the improvements and it was comforting to be given intelligent signals at the bottom of Garden Road, at the Volunteer Headquarters corner, at the Glenelg-Caine Road corner and at the Bonham Road corner just by the University. It made all the difference between assurance and doubt, the two biggest factors in either the prevention of or the contribution to accidents. If one could only instil into the minds of pedestrian Chinese that the road is not the safest place in which to wander aimlessly and could also teach Chinese drivers that care and caution is far preferable to speed, then our list of accidents would, thanks to the assistance being given by our traffic police, be reduced to something like a negligible quantity.

Local Trenches.

Whilst we are on the subject of traffic, a word or two would not be out of place regarding the prolonged mess the Electric Company is making of our streets right in the centre of the city. We don't know very much about the technicalities of laying a new cable or whether there is any real reason for keeping the trenches open so long as they have been but it strikes us that once the cable is properly laid there is no reason why the roads could not be repaired straight away. If we take Ice House Street as an example, practically half of that road has been monopolised by the cable-layers for over a fortnight. Wooden blocks have been torn up, trenches dug and the earth spread out on either side, and the cable is down. It has been down many days. But the speed with which that road is being repaired is a little tiresome, to say the least. The paving stones under the verandah on the north side of Queen's Road are still in a condition which threaten to trip one up every step, and, speaking generally, there seems undue hesitancy to put a road or pathway back to the same usable condition in which it was found. Cannot we have a little more speed, please?

The Cost.

News of the terrible disaster in the Rhineland must have come as something of a shock to all of us. When we realise that a whole community has been wiped out, that the countryside for miles around has been made a scene of sorrow and suffering, our sympathy will but naturally go out to those who have suffered. Happily, such disasters are of rare occurrence, but the event at Oppau gives one pause to reflect on the fact that modern industry, efficient though it may be from the point of productivity, has made the lives of countless workers far more precarious than they were in the days before great factories and workshops. Chemistry has, by its analyses of various substances, given us the use of many things formerly unknown; great natural powers are harnessed for the driving of machinery and men and women congregate in their thousands in industrial works of a size

DAY BY DAY.

TRUTH IS ONE FOREVER ABSOLUTE, BUT OPINION IS TRUTH FILTERED THROUGH THE MOODS, THE BLOOD, THE DISPOSITION OF THE SPECTATOR.—Wendell Phillips.

There was a clean bill of health in the Colony yesterday as regards notifiable diseases.

Springing a leak, a junk, loaded with a cargo of firewood, sank in Kowloon Bay on Wednesday and became a total loss. The crew was rescued.

In to-morrow's Pictorial Page we intend publishing the following photographs—Group picture of the Shanghai and Hongkong Interport Bowls Teams; the scene at Happy Valley last Saturday at the Interport game; The Tai Koo club representative Bowls Team; the Greig-Murell wedding group; two photographs taken at the polo match during the Wood-Fordes stay-over here and a portrait of Signor L. Petrucci the newly-appointed Italian Consul for Hongkong.

Sir William Bunyate, Vice-Chancellor of the University of Hongkong, who has gone up North to attend the Medical Conference convened by Mr. Rockefeller, Jr., is not expected to return to the Colony until the end of October. Opportunity will be taken by Sir William to visit the Hongkong University examination centres at Hankow, Wuchang and Shanghai on his return. As regards the report that Mr. Rockefeller has agreed to donate a sum of \$600,000 towards the establishment of the medical faculty of the University on the condition that another sum of \$400,000 is forthcoming from other sources, we have received no confirmation on enquiries with the University authorities.

Variety turns are always welcome in Hongkong and the management of the World Theatre are to be congratulated on their enterprise in introducing this feature into their programme. The classical dancing by Miss Mosolova and Mr. Gordon on Wednesday and Thursday was greatly appreciated by patrons of the World and the higher-priced seats were well filled on both nights. To-night the attraction at this theatre is a film entitled "Lifting Shadows," featuring Emmy Wehlen. This artiste takes the part of "Vania," a very beautiful woman, whose husband has wrecked himself by drug taking. Her trials and tribulations are realistically portrayed, and how she escapes from the terrible cloud which overshadows her life is the theme on which a well-woven plot is based.

A returned emigrant from Peru furnished good pickings for a gang of juvenile thieves on the Grays last evening when going to take passage on the Kongmoon steamer, his purse containing a large sum in Peruvian notes and local currency, being abstracted from his jacket pocket. Though the thief was caught the money was not recovered, for in a twinkling it had passed from the hands of the culprit to an accomplice who succeeded in making his escape. The only consolation left to the Peruvian man was derived from giving evidence against the prisoner at the Police Court this morning. Mr. R. E. Lindell heard from the boy a statement to the effect that he was a native of Kongmoon, and, advising him that Hongkong could very well do with his presence, his Worship sentenced him to receive twelve strokes with the rattan.

TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General from the Manila Observatory at 9:00 a.m. to-day:—Typhoon in about 129 deg. E. 20 deg. Lat. N. direction unknown.

Undreamt of even a comparatively few years ago. We are getting more out of things; we are speeding up and getting more efficient in productivity. But, without care, we are building up forces that will destroy. Something went wrong in the Oppau Works and over one thousand human lives were lost. There may have been efficiency in productivity but there was no efficiency in the care of human safety.

THE BOOKSHELF.

(By "Librarian.")

DEAN INGE ON THE NOVEL.

Dr. Inge has been waxing somewhat gloomy of late, but there is nothing to complain of on this score in his views on the novel, recently contributed to a London journal, though the Dean is outspoken enough in places. He recalls the ill-favour that long attached to novelists socially, a circumstance that has a curious sound in these days when success as a novelist is a passport to society. The reader may remember that a lady of title who was deeply interested in Richardson's fiction employed a disguise when communicating with the "father of the English novel," feeling that it was "not quite the thing" for a dame of quality to be on speaking terms with a novelist. Indeed, fiction shared the stigma which long attached to the stage.

The best Greek novel, the *Odyssey*, is not a novel in form; indeed, this form is represented in antiquity only by the unedifying fragments of Petronius, the hardly more respectable "Golden Ass" of Apuleius, some short stories by Lucian, and the late erotic romances like "Daphnis and Chloe," remarks the Dean.

The Middle Ages, when they became tired of the "Lives of the Saints," full of incidents about as probable as those of "Jack and the Beanstalk," created the romances of chivalry, tales of love and adventure like the legends of the Round Table.

Love and adventure are the favourite topics of the novel, and in the best novels the career of one person is the centre of interest. A novel should be a fictitious biography. The *Odyssey* and "Robinson Crusoe," two very perfect novels, conform to this type. Sometimes love is the chief interest, sometimes, as in Stevenson's novels, adventure. Scott combines the two, but the love interest is generally rather perfunctory. His heroes have the necessary muscular and amatory qualifications, but are apt to be uninteresting, and some of his heroines are not much better.

It is curious to remember that for a long time novels and novelists were frowned upon as being hardly respectable, says the Dean, adding that the real reason why Sir Walter Scott so long concealed his authorship of the *Waverley* Novels seems to have been that he wished to be a fine gentleman and doubted whether it would not do him harm socially to be known as a writer of fiction. In strict evangelical households novels were barred altogether, as we find in many Victorian biographies; and I can remember myself, says Dr. Inge, that to buy a novel at a bookstall, especially if it was bound in the then fashion able yellow cover, was considered a slightly rakish action.

Stories of love and adventure will always be popular. But it was not long before the almost infinite possibilities of this form of literature were discovered. Descriptions of social life, in which the interest depends on the fineness of the observation, have especially attracted women novelists, for this kind of observation is usually much more keenly developed in women. Some of the best of this type are delicate satires, like the novels of Jane Austen.

One of the most brilliant novels, from the point of view of mere technique, that he has read for many years, Dr. Inge tells us, is the Dutch writer Conrads's "Old People and Things that Pass." But in this book there is not a single noble or pleasant character. All are, in various degree, rather repulsive, and the novel leaves a bad taste in the mouth. He felt the same, he adds, when putting down Mr. Hugh Walpole's new book, "The Captives," which has been deservedly praised for its excellent workmanship. There is not a character in this book that one would like to meet, and the heroine, whom the author apparently wishes us to admire, is an odious young person who deserts an estimable husband who loves her to go off with a most disreputable lover.

Anthologies are very much in vogue just now; but of all the volumes of selected modern verse that have come from the press during recent years we have no hesitation in proclaiming "An Anthology of Modern Verse" (Methuen & Co.), to be the best. It is the best because it is the most catholic, and because it is free from academic bias or pedantry. Here is a really representative collection of modern verse. It is not designed to

exhibit the self-consciousness, posturing of some particular clique and to satisfy a little inner circle of admirers; its purpose is to lead everyman out into the broad and varied fields over which the free spirit of poetry bloweth, like the wind, where it listeth. Selections from over ninety poets are included. Among those who are dead, Ernest Dowson, James Elroy Flecker, Andrew Lang, George Meredith, R. L. Stevenson, Francis Thompson, and Oscar Wilde find a place; while of the poets of to-day we have Hilaire Belloc, Laurence Binyon, Robert Bridges, W. H. Davies, Walter de la Mare, Austin Dobson, John Drinkwater, Edmund Gosse, Ralph Hodgson, John Masefield, Alice Meynell, Harold Monro, Alfred Noyes, J. C. Squire, and Arthur Symonds. Here, indeed, for the very moderate sum of six shillings, is an almost inexhaustible treasury of joy and inspiration and consolation.

Hiroshige. By Yone Noguchi. London: Elkin Mathews, 25s. net. Hiroshige is one of the great landscape artists of the world, remarks a London critic in reference to a little monograph, printed in Japan and got up in the pretty Japanese fashion, but written in English, by Yone Noguchi, known both in England and in America as a poet. His command of English idiom is not absolutely perfect, and his language is sometimes vague; on the other hand, it is characterised by freshness and felicity. Mr. Noguchi's acquaintance with Western art and literature enables him to write from a broader point of view than that of orthodox native criticism. The Japanese themselves are only beginning to take Hiroshige and the whole school to which he belonged with something of the seriousness which Western criticism has devoted to them. Mr. Noguchi has no traditional prejudices, and writes with enthusiasm on his theme. A score or so of Hiroshige's prints are reproduced, two in colour.

The belief in a personal devil that takes possession of a human being has always appealed strongly as a subject for treatment by the novelist. Perhaps E. H. Benson dealt with this theme better than any other writer in his generation, says a writer in an

English journal. Certainly another Benson—E. F.—gives a vivid idea of it in "The Luck of the Vails." The subject forms the central idea of a very striking story by Marguerite Bryant, called "A Courageous Marriage" (Hutchinson). Theodora Dane, a young and penniless girl, married, with her eyes open to the truth that her husband is possessed of the devil of cruelty. What her married life is like in consequence can be easily imagined. But through this ordeal Theodora eventually emerges triumphant, having cast out the devil by her kindness, patience, forbearance, and splendid endurance. In all respects a capital story with a fine moral.

LATE SINGAPORE NEWS.

An Official Denial.

(From Our Own Correspondent.)

Singapore, September 23. The rumour that Sir Lawrence Guillemard is going Home has been officially declared as being without foundation.

Singapore's Trade Reviewed.

At the Chamber of Commerce half-yearly meeting, Mr. Gibbons, the Chairman, reviewed the trade position, showing a falling-off in imports and exports of 53 and 5 per cent. respectively. There was some satisfaction, he said, in the smaller volume of trade, enabling merchants to liquidate costly stocks. They were very slowly approaching a healthier state of trade, the distressful feature being the continued depression in rubber and tin. The meeting decided that only British members should vote in the nomination of a representative on the Legislative Council.

VALUABLE ART BEQUEST.

A collection of paintings, statuary, and other objects of art containing many fine examples of the Flemish and Italian schools, valued at £250,000, was bequeathed to the Metropolitan Museum of Art, New York, in his will by the late Mr. Michael Dreifus, head of a firm of jewellers.

Between Ourselves

By Robt. MacWhirter.

Now to-day, to begin wi', I'm going to tell ye a story. It's a Russian story, a fable, to be more precise but it's none the waur o' that, though. I'll admit that the reading public have had more than their share of Russian fables this while back, but fables whether from Tobolsk or Timbuctoo point out the fallacies and foibles of the human mind and are just as applicable to the situations and the human nature of to-day as they were when they were first evolved in the original brain of him who was maybe wiser than those of his generation. Come to think of it, if it weren't for fables—or parables, if ye like—our ministers would at times be very hard put to it for a subject. Talking of subjects I read in one of yesterday's papers where a man who had been writing a column to his journal for over 30 years, asked if he'd ever felt any difficulty for a topic, was supposed to have said something to the effect that whenever he dipped his pen in the inkpot the stuff came running down his arm.

At first I thought he meant the ink. Now, I wouldn't like to say anything harsh but between you and me I think that man's either a liar or a phenomenon. A man wi' a 30 years non-stop brain should be in a museum alongside Munchausen. Most nights when I dip my pen in the inkpot the only thing that runs down my arm is perspiration and I've no been thirty months at the column filling game. But then I'm no' a journalist which maybe makes all the difference.

But as I was saying about the fable. Once upon a time—D'ye mind when you used to grue at the words? If ye dinna, then there's no hope for ye and ye may as well lay the paper aside and mix another cocktail for all the good this story'll do ye. A Squirrel once was in service to a Lion. We don't know in what capacity, but that's neither here nor there. This much is certain, the Lion thought a lot of Fuzzytail and you'll agree wi' me, to satisfy a Lion is no light affair. A Squirrel to be a body-servant to sic a beast has consigned to be on the jump and

there were times when his Lordship wasn't easily pleased. But the nutgatherer was a handy little cuss and at first they got on fine together. By and by, though, the Squirrel wanted a holiday but d'ye think he could get off? No, he couldn't be spared and had to keep right on wi' his work. In return for all this the Squirrel was promised a whole wagon-load o' nuts. Promised—ay; live horse and ye'll get grass. Meanwhile time went on and our wee friend, plugging away for dear life could see his pals among the trees enjoying themselves fine, cracking nuts and generally having the time o' their lives. Every time he let on about this he was either ticked off or talked over and reminded generally about the grand blow-out he'd have when he got his paws into the promised wagon-load of fruit. Once he tried to make a break-away, but was hauled back by the scruff o' the neck and told to get on wi' it. He couldn't be spared to gallivant about like that.

The Lion's family grew bigger and our Squirrel had to fa-tae more than ever. Often he would sneak out at the back door and have a looksee at the nut-bushes but alas he could only shake his head and slip back to his job and slog into it.

But see—At last Mr. Squirrel has grown old and if the truth be told has become somewhat tedious to his master, the Lion. Ay, it was high time he'd retired. He was getting a bit gabby in the bargain and no' so light on his feet as he used to be. So he got his nuts—the whole wagon-load, as promised. Fine nuts—as the world had never seen before. All picked nuts—one as good as another. And no' a hair's breadth to draw between them. Ay, perfectly marvellous, only one thing was wrong—the Squirrel had long since lost all his teeth.

Now—no, I won't preach at ye. To point the lesson in this case would be mere impertinence, an insult to your intelligence. If you've no been able to think it out and fit the moral to your own case as ye went along I've less hope for ye than ever.

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UP-TO-DATE
LADIES'
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STYLE

Made of
Silk Crepe
de Chine,
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and
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TO-DAY'S
MISCELLANY.

The declaration mistake made by the captain of the last motor team, with his counter-claim, is now the subject of the rules of cricket. You know many cricketers—players or spectators—can name off names on the different ways a batsman can be out? Most men can run off eight—b. c. l. w.; run out; stumped; hit wicket; hit twice; obstructing field. But what is the ninth? Ask the next cricketer you meet. Not one in a hundred will answer "Handled ball."

Another step has been made in the science of criminal identification by the discovery of a sergeant of the Washington Police Force, U.S.A. He has now made it possible to take permanent fingerprints from a transparent object—such as a sheet of glass—without the use of a camera. Upon the finger-print on the glass he sprinkles a covering of aluminum powder, and a contact print can then be made direct on to a piece of sensitized film or photographic paper. This method has been adopted by the International Association of the Foremost Finger-print experts in the world.

M. Louis Verneuil, the French play-wright, has achieved a distinction by making an English and French debut on the London stage within a short period. Verneuil, whose real name is Louis de Noailles, is the husband of Lysiane Bernhardt, grand-daughter of Sarah, and although he is only twenty-seven years old, he has written twenty-

five plays—all produced. Such a record staggers one's mind. "Does M. Verneuil write plays on the Ford principle of standardised parts?" asks a critic.

Real estate has almost turned a somersault since Burke's "Land-Ed Gentry of Great Britain" was last issued in 1914. The seven years' lapse has entailed an amount of revision for the new volume—due in September—greater than in any year since Queen Victoria ascended the throne. Scores of the biggest estates in England have changed hands and lands in the last two or three years. The property maps of seven years ago are now obsolete, some large properties having been sold in "parcels."

If D'Annunzio's suggestion that Florence's old name of Fiorenza be exchanged for the modern Firenze be extensively copied out, salutes will contain some quaint names, observes a Home scribe. "London" will give place to "Augusta," "Bristol" would be changed to "Brigstowe," and "Exeter" be transmogrified to "Caerwisc." Where "Gloucester" is "Avallon" would be, and "Liverpool" name and town would certainly have to disappear. A local map of London would be almost unrecognisable. Could you be sure of taking the right "bus" to get from the Bank to "Pennyworth," to "Patrik's-eye," to "La Four Blanche," and to "Hocheston"? Or, starting from Canning Cross, could you find your way to "Lhorney," to "Hergotestane," to "Uightrige," or even to the "Sticks market"? Of course, "Caerwisc" would present no difficulty, but how would you reach "Cechcha" and thence to "heni-Catoun"?

ON THE WATERFRONT.

New Steamer Line Will
Encircle Pacific.

Establishment of a line of cargo steamers from Japan to North America, New Zealand, Australia, Java, Straits, Hongkong, and Shanghai by the Yamashita Kisen Kaisha is now under way, the Hongkong offices of the Company stated to a reporter this morning. Formation of the line is being made by the linking-up of tramp lines at present run by the progressive company from Japan to America and to Java and Australia by the opening of a new trans-Pacific service from the Pacific Coast to Australian ports, via New Zealand, to bridge the 7,500-mile gap. Some time ago announcement was made that the inauguration of the line encircling the Pacific would be gone on with if there were signs of regular cargoes being secured on the Pacific Coast and in Australia. More tonnage has been chartered to assure monthly sailings and connections have been established in the countries to be visited. North Pacific business will be managed from Seattle and agencies have been fixed at Vancouver, San Francisco, Auckland, Melbourne and Sydney.

The first steamer is already on the way and was scheduled to leave Seattle on September 17 for Auckland, Melbourne and Sydney, loading also at Vancouver and San Francisco. The October sailing is the Yoshida Maru No. 1, a vessel of 8,769 tons, while the pioneer ship—the Yechime Maru—is a vessel of 6,696 tons. Other ships will be allotted to the service to maintain dispatches each month. Nine cargo steamers of tonnages ranging between 5,000 and 9,000 tons have been chartered and some of these ships will be used in the new line. The lumber trade from the Pacific North-West to Japan and North China will engage several of the vessels, it is said.

Until several ships have made the round trip from Kobe and the best field for the enterprise of the company can be seen the ports-of-call of the line have been provisionally fixed as follows:—Kobe, Yokohama, Vancouver, Seattle, San Francisco, Los Angeles (if sufficient inducement offers), Auckland, Melbourne, Sydney, Newcastle, Java ports (optional), Singapore, Hongkong, Shanghai (optional) and then back to Japan.

In the event of profitable cargoes being obtainable in Australasian ports for the Pacific Slope the ships will double back, it is announced, and they will make detours from the regular ports to lift a good freight.

Competition on the Pacific-Australian run is particularly keen just now due to the entrance of the Canadian Government ships and a United States Shipping Board line into opposition to two British and an American company.

The Yamashita Kisen Kaisha has been admitted to the Australia-bound Conference on the Pacific Coast.

Tug St. Sampson.

The rescue tug St. Sampson built for the Naval authorities during the war but completed after the cessation of hostilities is being disposed of by public tender. It was announced this morning by Mr. H. G. Lowe, naval supply officer at Hongkong. The vessel has a tonnage of 451 tons and was specially designed for rescue work in the war zone, principally to tow disabled ships into port and to render them assistance. She was constructed by the Hongkong and Whampoa Dock Company at Kowloon and was delivered to the Hongkong Naval Yard in January, 1920. There then being no need of her in the capacity for which she was intended she was tied-up awaiting a decision as to what should be done with her. The St. Sampson has not been in commission since her completion and as there is no duty to which she can be detailed the Admiralty is trying to dispose of her. She is a powerful tug and has an I.H.P. of 1,200. Lloyd's have given the St. Sampson a 100 A.I. classification. Her hull is steel and the fittings of the vessel are strong to withstand the heavy work she was planned for. Her length is 135 feet. Tenders will receive until the end of next month.

Breaches of Harbour.

Regulations.

Junks dumping old building material into the harbour were caught in the act yesterday and at the Marine Court this morning the steersmen of the craft were

DAIRY FARM NEWS.

CHEESE

Gruyere	\$1.25 per lb.
Gouda (Full Cream)	1.15 " "
Australian Cheddar	.85 " "
Picnic (own make)	.50 " Jar
Coulommier (own make)	.40 " pat

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summoned for their offence. One fellow unloaded three parts of the rubbish in his junk into the fairway between Man-o-war Row, Holt's Wharf and Wanchai while tacking across the harbour. The second man was "lightening his ship" elsewhere in the harbour when arrested. Both were fined \$10 each.

A passenger-boat showing no regulation lights was overtaken in the harbour last night by a harbour policeman. Lights were burning on the sampan, it was said, but were obscured by the sail or some gear on board. A fine of \$1 was imposed in these circumstances.

Wireless Notice Board.

Vessels within radio communication of the Cape D'Aguilar station are being listed on a board outside the Central Post Office for the convenience of shipping men and other persons interested in the movement of steamers passing or coming to Hongkong. The innovation was made yesterday. As vessels come within range and pass the limit of communication of the station they are reported to the Post Office and changes are made on the board. Shipping men to-day are commencing very favourably upon the service rendered by the new notice-board.

LAWN BOWLS.

Hongkong Again Wins.

The Hongkong and Shanghai Interport bowls teams again met yesterday in a friendly encounter at the Kowloon Bowling Green, the only difference in the sides being that Tweedie deputised for Marks in the Shanghai team, as the latter had been obliged to return to Shanghai earlier. This friendly match took place on the suggestion of Mr. R. M. Dyer, the popular President of the local Association, who has presented to each member of the winning Hongkong team a silver cup as a memento of their victory and also a smaller cup to each of the Shanghai team as a souvenir of their visit.

There was a less tenseness about yesterday's match and consequently freer and better bowling. Shanghai until the 12th, head, when Hongkong drew away and led to the finish, the final result being 15 points to 25.

The rink was very keen and required fine judgment, especially at the north end, where there was a decided "dip." For the Hongkong team Clark and Gerard played the most consistently. Both had many "touchers." Clark's play being very superior to his Interport effort. Hamilton also played well, though he frequently had "narrow" woods. Ferguson's play was below his usual standard. He seems to have gone off somewhat. For Shanghai, McAlister made the best showing. Nevertheless, Shaw drew some splendid shots and outplayed the Hongkong skip. He had hard "joss" with many of his tries. Tweedie, who took the place of Marks, played equally as good as did the latter in the Interport. Landers was not up to his Interport form. Taking the play as a whole the better team won, though Shanghai were decidedly unlucky to go down five points at the 20th head. The following were the teams and details of the match:—

HONGKONG.	SHANGHAI.
Clark.....	1 Tweedie.....
Gerrard.....	2 Landers.....
Hamilton.....	3 McAlister.....
Ferguson (skip).	Shaw (skip).

NOTICES.

J. T. SHAW

TEL. 692

KNOX HATS
NEW YORK

J. T. SHAW

—SOLE AGENT—
HONGKONG.

ONE CAN ALWAYS BE SURE OF THAT TOUCH WHICH DISTINGUISHES THE MAN WHO IS REALLY WELL DRESSED; THE CLEANLINE, THE LOOK OF BEING FIT, SMARTLY SET UP, IF HE IS WEARING

A KNOX HAT.

TAILOR AND OUTFITTER.
NEXT DOOR HONGKONG HOTEL.

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SOLE AGENTS FOR

Keltic
FOOTWEAR.

We have received a new stock of this celebrated make of British Boots & Shoes in BLACK & BROWN. These are marked from \$18.50 to \$21.50 per pair.

We specially draw your attention to the Keltic Brown Brogue shoe at \$21.50, the ideal shoe for Golf.

ALSO AGENTS FOR SAXONE.

COCKTAILS.

CALDBECK'S MANHATTAN,
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 75).

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP-2230.

HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its durability, washable, and high discolouring qualities make it the ideal wall covering for your home or office.

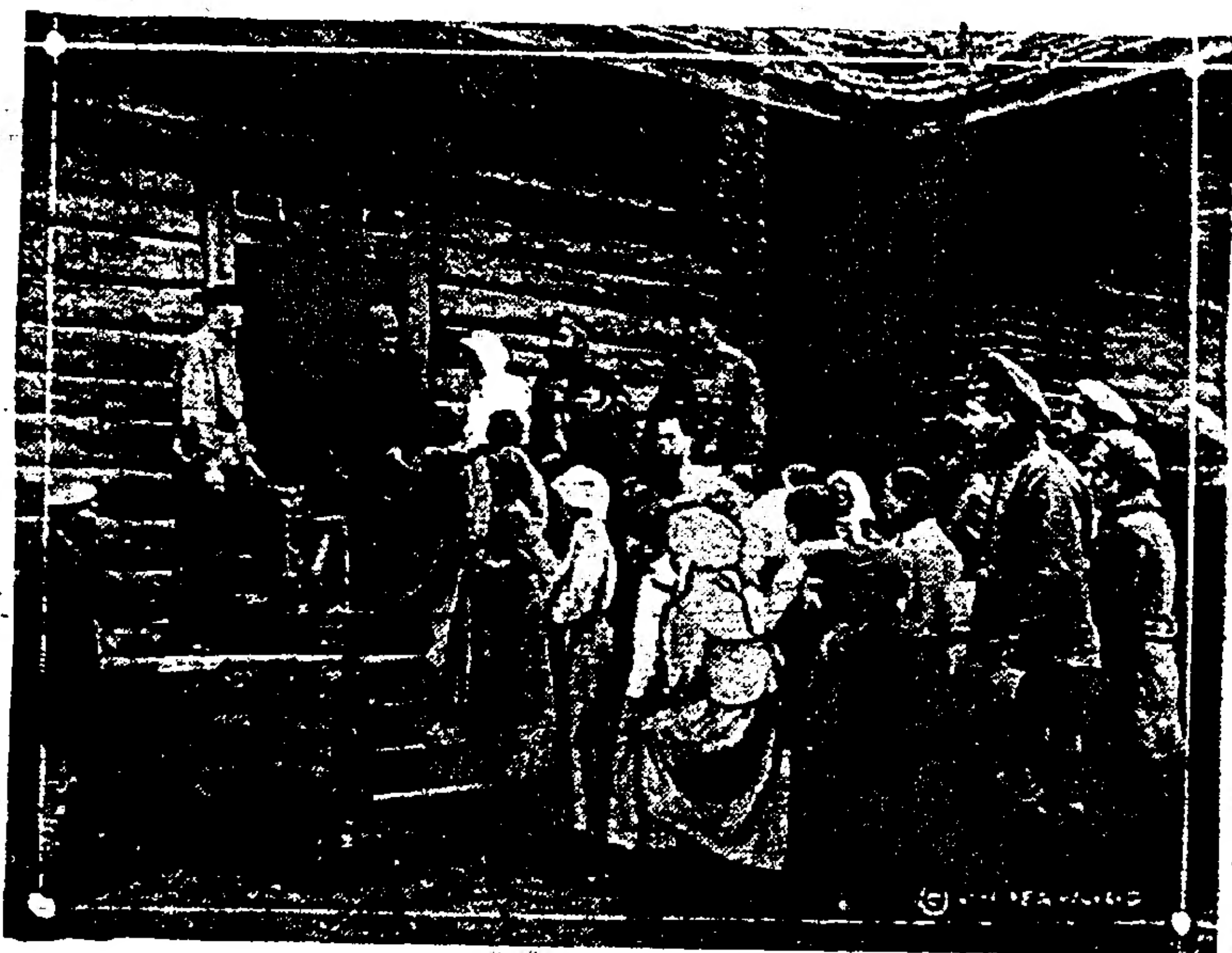
Handled by all Contractors and Painters.

Write for and Brochure "How to decorate your home" to:

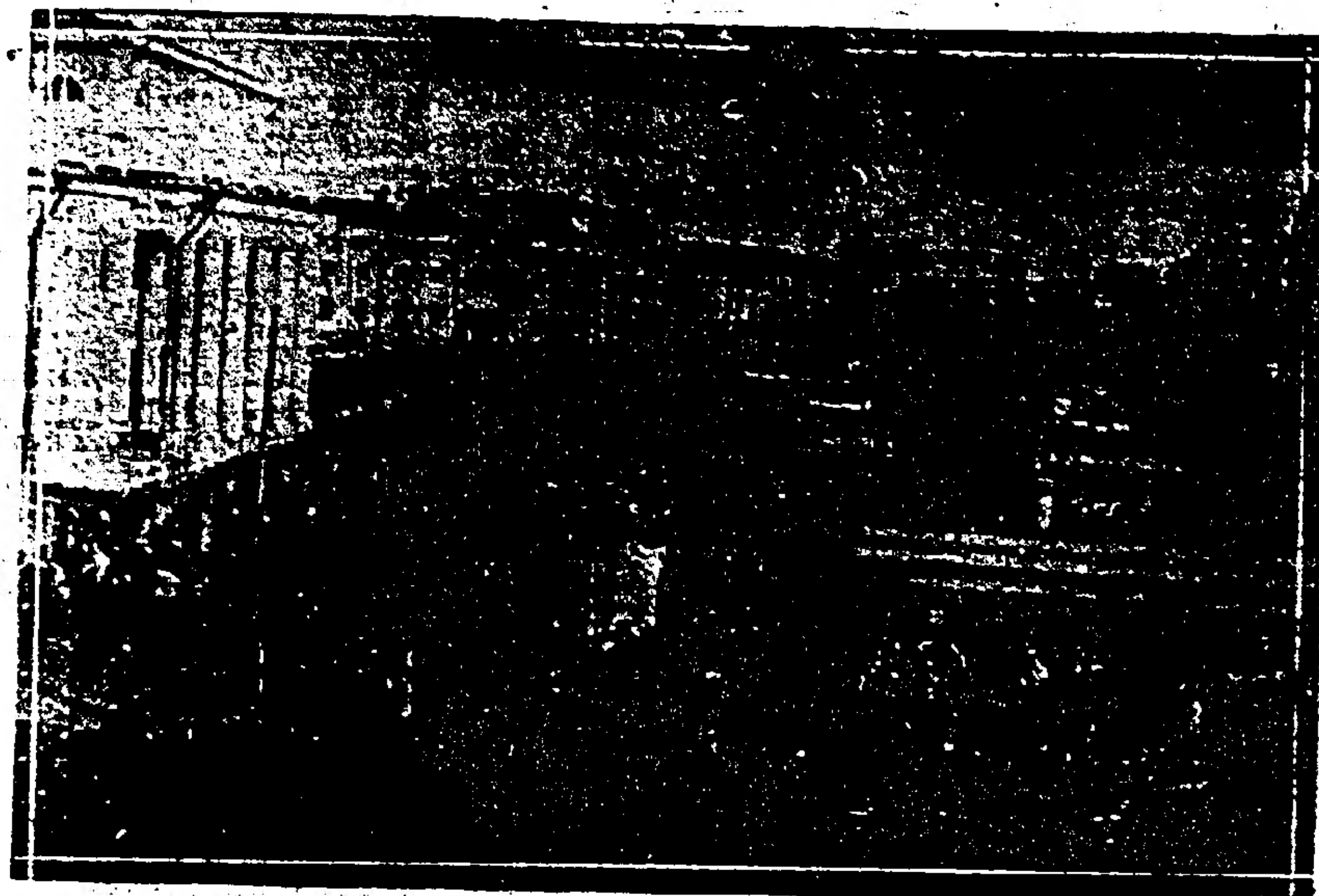
WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

CAMERA NEWS



Soviet Russian women and children are here shown waiting in line at one of the food stations in the famine area for their daily quota of potatoes and black bread. The Bolshevik government has confessed its utter inability to feed even a small part of the famine-stricken population, and has begged for help from the so-called "capitalistic" countries.



SUKHAREVSKI MARKET—MOSCOW ON SUNDAY.

Sunday is the Russian shopping day, and since the Bolshevik Government has lifted the barriers on free trading the markets of its cities and towns are taking on again their old picturesque appearance. Unfortunately for the proletariat, the supply of food is painfully inadequate and they have found to their sorrow that the pitifully small rations formerly doled out by card were veritable feasts compared to what they can buy in the markets with their meagre purses.



Irene Castle and her husband, Robert Treman, have a swimming pool in the grounds surrounding their home at Ithaca, N. Y. Here they are ready to take a plunge.



Peggy Hopkins, former chorus beauty who was sued recently for annulment by J. Stanley Joyce, her third millionaire husband, is shown on the beach at Atlantic City where she has been spending a vacation.

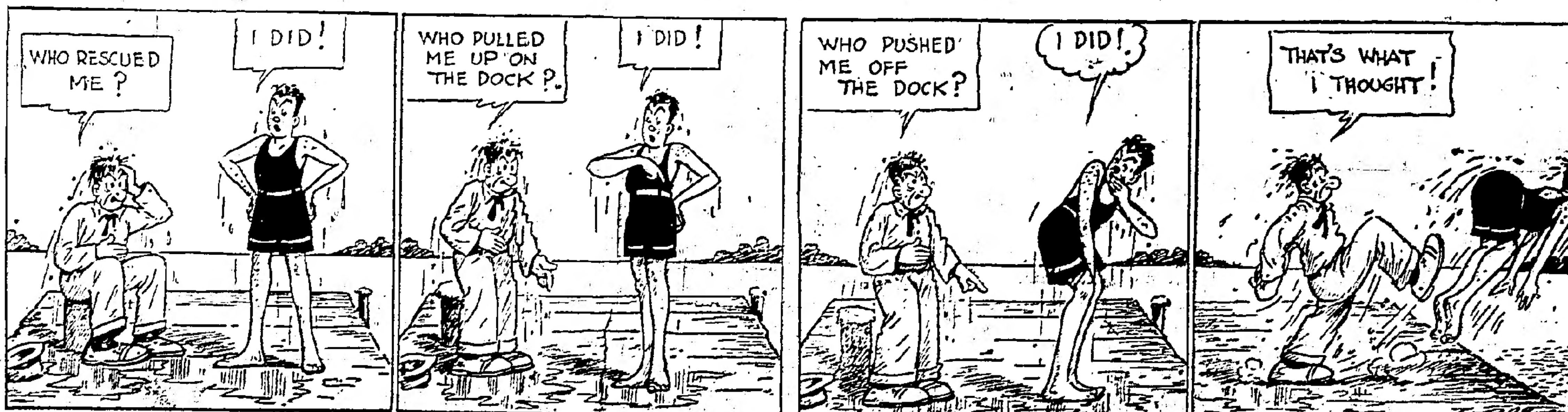


This man jumped from the roof of a house when villains, who sought his life, pursued him. He caught a telegraph wire with the crook of his umbrella and made his way to safety. This was a stunt in a detective story being filmed in Berlin. And the fellow who risked his life to do it was paid in marks!

DOINGS OF THE DUFFS

Wilbur Is Full of Jokes—

BY ALLMAN



PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Mojo) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMERS	FROM HONGKONG	DUE VANCOUVER	ATLANTIC STEAMERS	FROM CANADA	DUE LIVERPOOL
Russia	Oct. 13	Oct. 21	Victorian	Nov. 11	Nov. 20
Montez	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic sailings every few days to Liverpool, London.

Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 732. Cable Address GACANPAC.



HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

SHIMAZU M.	22,000	Oct. 1	SIBERIA M.	20,000	Nov. 15
PERSEA M.	20,000	Oct. 15	TENYO M.	22,000	Nov. 27
SAITO M.	22,000	Oct. 29	KOREA M.	20,000	

Calling at Keelung and omitting call at Keelung & Shanghai.

Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO DE SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARIKA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS: ANYOMARU, 18,700, Sept. 25th.

For full information regarding passengers, freight, and sailing apply to:

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating for Eastern services as a member of the

UNITED STATES SHIPPING BOARD.

TO VANCOUVER & SEATTLE.

(Via Manila.)

"WEST CANON" ... 8th October.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu.)

"WEST HENSHAW" ... 5th October.

Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1st Floor Powell's Building, 17, Des Voeux Rd., Tel. 114.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA	S.S. NANKING
Nov. 3rd	Dec. 12th

HONGKONG TO SINGAPORE.

S.S. NILE	S.S. CHINA	S.S. NANKING
Oct. 4th	Oct. 15th	Nov. 23rd

Calling at Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE, PASSENGER DEPT. No. 1934.

ICE HOUSE STREET, TEL. PASSENGER DEPT. & AGENT, No. 2161.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR CUBA.

"BESSIE DOLLAR" ... via Panama ... 25TH SEPT.

FOR NEW YORK.

"BESSIE DOLLAR" ... via Panama ... 25TH SEPT.

"GRACE DOLLAR" ... via Suez ... 17TH OCT.

FOR VANCOUVER.

"HAROLD DOLLAR" ... 26TH NOV.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 792

THIRD FLOOR



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S. Silver State ... From Hongkong ... Arrive Seattle ... Oct. 22 ... Nov. 11.

FOR HONOLULU & SAN FRANCISCO

S.S. HAWKEYE STATE ... Oct. 1 ... Oct. 23.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Pawlet ... Direct to Portland ... Sept. 27.

Coaxet ... Oct. 15.

Montague ... Nov. 11.

Abercos ... Dec. 7.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CADAREITA ... Sailing Sept. 29.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

1st Floor Hotel Mansions.

PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Lee House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. SCHODACK ... 27th September.

S.S. JADDEN ... 15th October.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore & Belawan Deli direct.

27th of September.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co. Ltd., & China Mutual S. S. Co. Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co. Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"EURYMACHUS" ... via Suez Canal ... 13th October.

"CITY OF ADELAIDE" ... via Suez Canal ... 1st November.

"TYDEUS" ... via Suez Canal ... 15th November.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option

Subject to change with out notice

For freight and particulars apply to

UTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON REISS & CO. CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART

MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about:
JIJONDARI	Rotterdam, Amsterdam & Hamburg	2nd Oct.
ALDERAMIN	Rotterdam, Amsterdam & Hamburg	11th Oct.
BOEROE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
FOGARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERK	Rotterdam, Amsterdam & Hamburg	10th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang

and Sourabaya.

S. S. "NILE"

October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE PASSENGER DEPT. No. 1934.

ICE HOUSE STREET, TEL. PASSENGER DEPT. & AGENT, No. 2161.

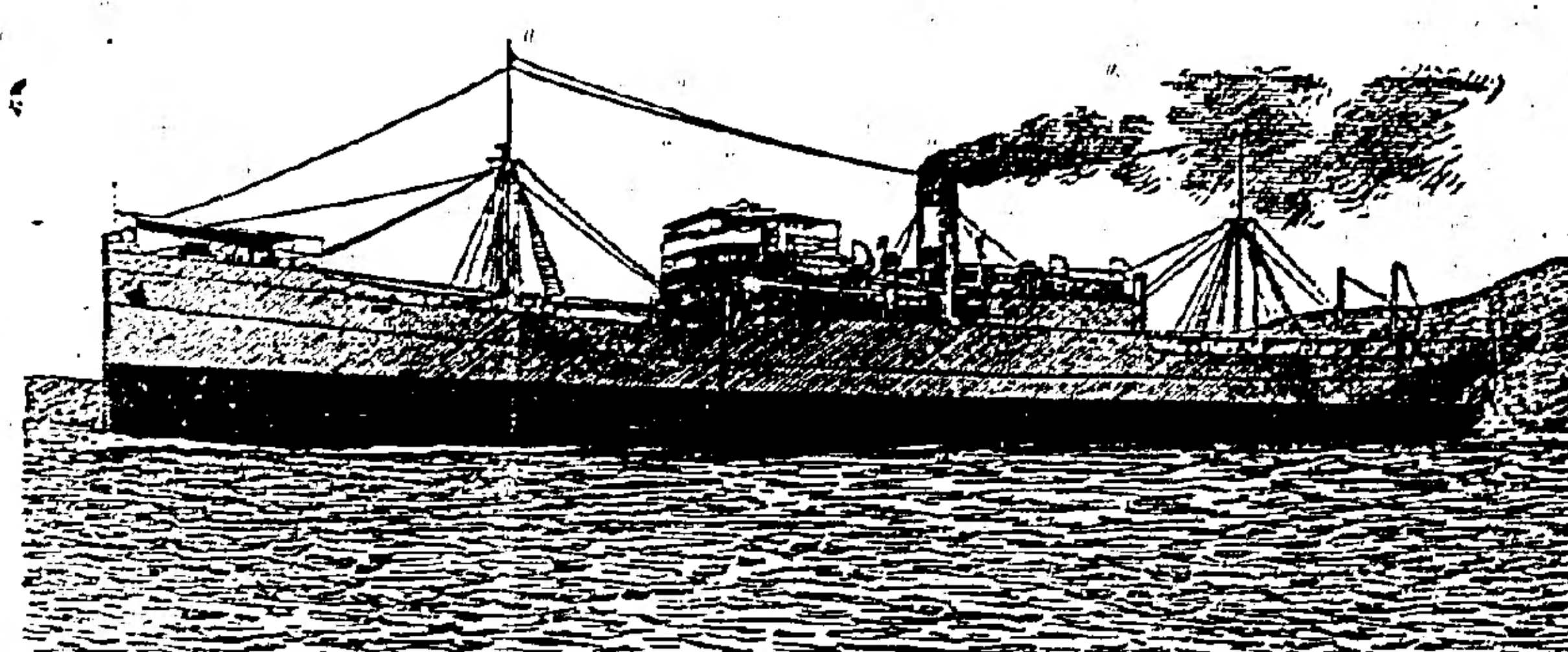
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;

Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 tons gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR

AND

EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS & BURMA, CENTRAL INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	15th Oct.	M's. London & Antwerp
DUMERA	5,400	14th Oct.	S'pore, Colombo & B'bay
SARDINIA	6,600	23th Oct.	M's. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN 4,000 24 Sept. 11 a.m. Melbourne via Manila, Thursday Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

SARDINIA	6,600	28th Sept.	Japan via Shanghai.
GREGORY A.	5,000	28th Sept. d'light	Amoy, Shanghai & Kobe.
DUMERA	5,400	2nd Oct.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passenger Messengers, etc., will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU ... Thursday, 29th Sept., at 11 a.m.
SUWA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.INABA MARU ... Friday, 30th Sept., at 11 a.m.
KAMO MARU ... Friday, 14th Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Middle of October.

MATSUYE MARU ... End of November.

LIVERPOOL, GLASGOW via MARSEILLES.

LISBON MARU ... Monday, 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.

AKI MARU ... Tuesday, 15th Nov., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DAKAR MARU ... Thursday, 22nd Sept., at 2 p.m.

DURBAN MARU ... Thursday, 20th October.

NEW YORK via SUEZ.

RANGOON MARU ... End of October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang & Colombo.

TATSUNO MARU ... Monday, 26th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

NAGASAKI MARU ... Monday, 26th Sept.

AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUYE MARU ... Saturday, 24th September.

WAKASA MARU ... Saturday, 24th September.

SANKU MARU ... Sunday, 25th September.

ATSUTA MARU ... Thursday, 29th Sept., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tijpanas	Java	23rd Sept.	27th Sept.	Saigon
Tijbodas	Amoy	25th Sept.	27th Sept.	Java
Tijalak	Japan	3rd Oct.	5th Oct.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on	Will leave on	For
Gorontalo	Java	20th Oct.	22nd Oct.	San F'isco.
Saleier	Java	5th Oct.	15th Oct.	San F'isco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK & BOSTON.

S.S. "KENDAL CASTLE"

Sailing on or about 2nd October.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA"

2nd half of October.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 10th October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to
Sailing from Colombo to South African Ports.

S.S. "UNVOLOSI" Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1033

Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.

Steamers	Sailing
London, Rotterdam & Hamburg	Sandon Hall 24th Sept.
London, Rotterdam, H'burg & G'gow, Kentucky	3rd Oct.
London, Rotterdam, H'burg & G'gow, City of Pekin	29th Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "CARNARVONSHIRE"	24th Sept.
"PEMBROKESHIRE"	20th October.
"GLENIFFER"	25th October.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENARA"	23rd Sept.	GENOA, R'DAM, H'BURG & HULL.
"GLENAPP"	10th Oct.	GENOA, L'D N, R'DAM & H'BURG.
"CARNARVONSHIRE"	3rd Nov.	LONDON, R'DAM & H'BURG.
"PEMBROKESHIRE"	27th Nov.	GENOA, LONDON, R'DAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
STRAITS & Calcutta	Kumsang	Sat. 24th Sept. at noon.
SHANGHAI via Swatow Kwongsang	Mon. 26th Sept. at noon.	
ROBE via Shanghai	Chaksang	Tues. 27th Sept. at d'light.
HAIPHONG via Hoibow Taksang	Tues. 27th Sept. at 8 a.m.	
BANGKOK	Chungsang	Tues. 27th Sept. at noon.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Saturday, 24th Sept., at noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Chenan	25th Sept. at d'light.
W'WEI, CHEFOO & TSIN Kueichow	25th Sept. at 4 p.m.	
HOIHOW & BANGKOK	Changchow	27th Sept. at 8 a.m.
SWATOW & BANGKOK	Chengtu	27th Sept. at 10 a.m.
SHANGHAI	Sinkiang	27th Sept. at noon.
SWATOW & SINGAPORE	Chinhua	28th Sept. at 10 a.m.
AMOI & SHANGHAI	Soochow	29th Sept. at noon.
H'HOW, PHOI & H'PHONG	Kaitong	30th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Yingchow	1st Oct. at 4 p.m.
SHANGHAI	Szechuen	4th Oct. at noon.
SHANGHAI	Sunning	6th Oct. at noon.
SHANGHAI & TSINGTAO	Shansi	8th Oct. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept. 23, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailching	A. H. Stewart	FRI. 23rd Sept. at 2 p.m.
Hailong	W. Cooper	MON. 26th Sept. at 4 p.m.
Hailong	W. C. Passmore	FRI. 30th Sept. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service
between
JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. CHERIBON MARU Sailing on or about 26th Sept.

For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU Sailing on or about 4th Oct.

For further particulars please apply to—

K. SUZUKI,

No 5, Queen's Road Central. Tel. No. 2206.

Manager.

SHIPPING NEWS.

CHINESE SAILORS SHOT.
A Toronto message says: Four of the Chinese crew of the steamer Neeking have been killed and two wounded by revolver shots fired from the fore-castle of a steamer anchored near Quebec. No weapons were discovered. The Chinese refused to throw any light on the matter.AMERICAN SHIPPING AND LABOUR UNIONS.
A Washington message says:—The Shipping Board has announced that the refusal of members of labour organizations to live up to their contracts will be followed by the employment of whatever labour is available. This follows reports that the longshoremen at New Orleans and Mobile have refused to load material previously handled by non-union workers.CHARTER MARKET.
The Yamashita Kisen Kaisha and the Kairan Mining and Shipping Company have been arranging to charter vessels. The former has now hired the Harada-maru II. of 3,600 tons on immediate delivery at Y.70 for two or three months and the Heijun-maru of 2,300 tons at Y.10 for three months, while the latter is also reported to have chartered the Daito maru of 4,426 tons at Y.2.50 for a year. The Kairan company is further said to be determined to reduce charter rates in the future, high charges being paid for the steamers already hired.DAIREN LINE.
The Osaka Shosen Kaisha now runs the Harbin-maru, Takahimaru, Tainan-maru and Kagimaru on the Japan-Dairen line. As the Department of Communications has arranged to increase subsidies in the budget for the present financial year, the O.S.K. has decided to improve the line and place on it the passenger and cargo ship, Baikal-maru of 5,100 tons now under construction at the Nagasaki Mitsubishi Shipbuilding Yard, which is expected to be completed soon, while transferring the small-sized Kagimaru to the Tsingtao line. The Taihoku-maru now operating the Tsingtao-Vladivostok line together with the Hozan-maru.CHINA STEAM CONNECTIONS.
Unsubsidised shipowners are contemplating a competitive raid on the Shanghai line, on which the Nippon Yusen Kaisha enjoys a monopoly. The N.Y.K. is said to be stimulated to its recently reported arrangements for the improvement of this service by the prospect of this competition. It is reported that the company has asked its British shipbuilders for the early completion of the Nagasaki-Maru and the Shanghai-maru, now under construction, and these two steamers are expected to be put in service in July next year. These will reduce the passage by ten hours, will carry only two instead of the present three classes of passengers, a hundred and fifty first class and two hundred second class. The Kasuga-maru, Yawata-maru, and Takeshima-maru, now on the Shanghai run will be transferred to the Moji-Tsingtao line. In this way, the N.Y.K. intends to make strenuous efforts in the way of reforming the Japanese-Chinese routes.YANGTSE SHIPPING.
According to the Jiji, the Nishiki Kisen Kaisha will probably open a new shipping line between Chungking and Ichang (about 400 miles) from the summer of next year, as it has become unable any longer to look indifferently upon the activities of two or three foreign shipping companies, which have already started on this route. The Japanese company intends to put special ships on the run. The Tenkwa-yoko, which makes it a principle to promote amity between Japan and China, the Jiji says, and is both trading in its own account and operating ships, also intends to open a line between Chungking and Ichang from next April, competing against the Kishin Kisen Kaisha. For this purpose, it has already placed orders for two ships with the Kobe Mitsubishi Shipbuilding Yard and a Shanghai yard. With this, the competition between Japanese ships on the upper stream of the Yangtze will become tenuous. If the Department of Communications nominates the projected line as a subsidised one, there is no guaranteeing that these two companies will not be driven to friction, so the matter may call forth arguments in the Diet.UNDERGROUND MOVING PLATFORM.
With a view to relieving the heavy traffic the Paris municipal authority has opened a competition for the best system of underground moving platforms.

